

ELEMENT SUMMARY INFORMATION

Element: 6.1.2 Flight Crewmember Flight/Duty/Rest Time

Purpose of this Element (Air Carrier's responsibility): To ensure that flight crewmembers comply with the requirements for flight time limitations, rest periods, and assigned duty periods.

Objective (FAA responsibility):

To determine if the air carrier's Flight Crewmember Flight/Duty/Rest Time process includes safety attributes.

Inputs:

- Dispatch or Flight Release
- Crew Schedule
- Flight Crewmembers
- Reserve Crewmembers
- Staff Flight Crewmembers
- Scheduled Flight
- Actual Flight
- Charter Requests
- Policies and Procedures

Output:

• Crewmembers in compliance with flight time limitations and rest requirements.

Performance Measures:

- Flight crewmembers have met flight rest requirements prior to reporting for duty.
- No flight crewmember has been assigned duties by the company during a required rest period.
- Flight crewmembers have not exceeded their flight time limitation.
- Flight crewmembers are discouraged from exceeding specified flight limits (even in situations when it is technically legal to do so).

SRR:

- 121.471 (a g) Flight time limitations and rest requirements: All flight crewmembers.
- 121.481 (a f) Flight time limitations: One or two pilot crews.
- 121.483 (a c) Flight time limitations: Two pilots and one additional flight crewmember.
- 121.485 (a c) Flight time limitations: Three or more pilots and an additional flight crewmember.
- 121.487 (a e) Flight time limitations: Pilots not regularly assigned.
- 121.489 Flight time limitations: Other commercial flying.
- 121.493 (a, b) Flight time limitations: Flight engineers and flight navigators.
- 121.503 (a f) Flight time limitations: Pilots: airplanes.
- 121.505 (a, b) Flight time limitations: Two pilot crews: airplanes.
- 121.507 (a, b) Flight time limitations: Three pilot crews: airplanes.
- 121.509 (a, b) Flight time limitations: Four pilot crews: airplanes.
- 121.511 (a, b) Flight time limitations: Flight engineers: airplanes.
- 121.515 Flight time limitations: All airmen: airplanes.
- 121.517 Flight time limitations: Other commercial flying: airplanes.
- 121.521 (a c) Flight time limitations: Crew of two pilots and one additional airman as required.
- 121.523 (a f) Flight time limitations: Crew of three or more pilots and additional airmen as required.
- 121.525 (b e) Flight time limitations: Pilots serving in more than one kind of flight crew.

Other CFRs and/or FAA Guidance:

- 8400.10, Volume 3, Chapter 6, Section 1, Paragraph 1163: Crew Qualification and Crew Flight Time Limitations and Rest Requirements.
- 8400.10, Volume 3, Chapter 8, Section 6, Paragraph 1487: Flightcrew Scheduling.
- Federal Legal Interpretations:
 - 3/2/94 to Mr. Caison: legal interpretation of CFR 121.525
 - 8/30/93 to Capt. Freeman: legal interpretation of CFR 121.521
 - 1/29/93 to Mr. Murphy: legal interpretation of CFR 121.471(d)
 - 10/14/92 to Mr. Raines: legal interpretation of CFR 121.471 & 121.483
 - 7/17/92 to Mr. Coleman: legal interpretation of CFR 121.483
 - 6/29/92 to Assistant Chief Counsel, Regulations and Enforcement Division, AGC-200: legal interpretation of CFR 121.542
 - 6/3/92 to Mr. Olsen: legal interpretation of CFR 121.503 & 121.505
 - 4/17/92 to Capt. Snowden: legal interpretation of CFR 121.471
 - 4/16/92 to Capt. Bergner: legal interpretation of CFR 121.471
 - 12/23/91 to Ms. Goedken: legal interpretation of CFR 121.471
- Preamble 60 FR 65832, December 20, 1995, Commuter Operations and General Certification and Operations Requirements

SRR SPECIFIC INFORMATION

SRR	Intent	Inspectors
121.471 (a)	To specify commercial flight time limitations for domestic operations.	Certification: Operations Surveillance: Operations
121.471 (b, c)	To specify minimum rest requirements for flight crewmembers in domestic operations	Certification: Operations Surveillance: Operations
121.471 (d)	To provide a 24-hour relief period for domestic operations.	Certification: Operations Surveillance: Operations
121.471 (e)	To ensure that a crewmember rest period is not interrupted by air carrier duties in domestic operations.	Certification: Operations Surveillance: Operations
121.471 (f)	To ensure that the rest period of those crewmembers, governed by domestic operations, does not include time spent in transportation.	Certification: Operations Surveillance: Operations
121.471 (g)	To specify when scheduled flight time maybe exceeded in domestic operations.	Certification: Operations Surveillance: Operations
121.481 (a)	To limit flag operations from scheduling one or two pilot crews for more than 8 hours in any consecutive 24 hours without a rest.	Certification: Operations Surveillance: Operations
121.481 (b)	To specify the rest requirements for one or two pilot crews scheduled in flag operations that fly in excess of 8 hours in any consecutive 24-hour period.	Certification: Operations Surveillance: Operations
121.481 (c)	To require a minimum of 18 hours rest for any one or two pilot crews in flag operations that have flown more than 8 hours during 24 consecutive hours.	Certification: Operations Surveillance: Operations
121.481 (d)	To require that no pilot in any one or two pilot crew may fly more than 32 hours during any seven consecutive days, and that each pilot must be relieved from all duty for at least 24 consecutive hours at least once during any seven consecutive days.	Certification: Operations Surveillance: Operations
121.481 (e, f)	To require that no one or two pilot crews fly more than 100 hours during any calendar month or 1000 hours during any consecutive 12 calendar months.	Certification: Operations Surveillance: Operations
121.483 (a)	To limit flag operators from scheduling a pilot in a three person flight crew to fly for more than 12 hours in any 24 consecutive hours.	Certification: Operations Surveillance: Operations

SRR	Intent	Inspectors
121.483 (b)	To specify the rest requirements for pilots in a three person flight crew (in flag operations) who have flown in excess of 20 hours in 48 consecutive hours or 24 hours in any 72 consecutive hours.	Certification: Operations Surveillance: Operations
121.483 (c)	To specify the maximum number of hours a pilot in a three person flight crew may fly during any 30 or 90 consecutive days or any 12 calendar month period.	Certification: Operations Surveillance: Operations
121.485 (a)	To specify the crew rest facilities, both onboard and at destinations, for pilots in long-range international operations with augmented flight crews.	Certification: Operations Surveillance: Operations
121.485 (b)	To specify the hourly rest requirements and conditions for pilots in flag operations, with augmented flight crews, upon return to home base.	Certification: Operations Surveillance: Operations
121.485 (c)	To limit the flying time of a pilot, with an augmented flight crew, to: 1) 350 hours during any 90 consecutive days; or 2) 1,000 hours during any 12 calendar month period.	Certification: Operations Surveillance: Operations
121.487 (a - e)	To specify the flight time limitations for pilots who are not regularly assigned in flag operations.	Certification: Operations Surveillance: Operations
121.489	To require pilots in flag operations to include all commercial flying in their flight time limitations.	Certification: Operations Surveillance: Operations
121.493 (a, b)	To establish flight time limitations for flight engineers and navigators.	<i>Certification:</i> Operations <i>Surveillance:</i> Operations
121.503 (a)	To limit supplemental operators from scheduling pilots for more than 8 hours in any consecutive 24 hours without a rest.	Certification: Operations Surveillance: Operations
121.503 (b)	To specify the rest requirements for pilots in supplemental operations who have flown more than 8 hours in any consecutive 24 hour period.	Certification: Operations Surveillance: Operations
121.503 (c)	To require that each air carrier conducting supplemental operations shall relieve each pilot from all duty for at least 24 consecutive hours at least once during any seven consecutive days.	Certification: Operations Surveillance: Operations
121.503 (d, e)	To require that no pilot in supplemental operations may fly more than 100 hours in 30 days or 1000 hours in any calendar year.	Certification: Operations Surveillance: Operations

To specify the rest requirement for two pilot supplemental operations without a rest period. 121.505 (a) To specify the rest requirement for two pilot supplemental crews that have been scheduled for more than 9 hours of flight time. 121.505 (b) To limit the crew duty for two pilot crews in supplemental operations. To specify the flight and duty limitations for three pilot crews in supplemental operations. To specify the flight and duty limitations for three pilot crews in supplemental operations. To specify the flight and duty limitations for four pilot crews in supplemental operations. To specify the flight and duty limitations for four pilot crews in supplemental operations. To specify the flight and duty limitations for four pilot crews in supplemental operations. To specify the flight and duty limitations for four pilot crews in supplemental operations. To specify the flight and duty limitations for flight engineers in supplemental operations. To imit the flying time of all airmen to 1,000 hours in any 12 calendar month period. To require pilots in supplemental operations to include all commercial flying in their time limitations. To prohibit supplemental operators from scheduling anyone in a three person flight crew for more than 12 hours in any 24 consecutive hours. 121.521 (a) To specify the rest requirements for pilots in a three person flight crew in supplemental operations to oper Surveillance: Oper Surveill	ations ations ations ations ations ations
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121.521 (c) To prohibit an airman in a three person crew in Certification: Open	ations
supplemental operations from being aloft as a Surveillance: Oper	
flight crewmember for more than:	
• 120 hours in any 30 consecutive days; and	
• 300 hours in and 90 consecutive days.	
121.523 (a) To prohibit scheduling a flight engineer or Certification: Open	ations
navigator on an augmented crew during Surveillance: Open	
supplemental operations for more than 12 hours	ations
during any consecutive 24 hours.	ations
121.523 (b) To specify the crew rest facilities, both onboard <i>Certification:</i> Open	ations
and at destinations, for pilots in supplemental Surveillance: Open	
operations with augmented flight crews that	ations
exceed 12 hours after operations.	ations
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SRR	Intent	Inspectors
121.523 (c)	To prohibit scheduling of any augmented flight crewmembers in supplemental operations for more than 30 hours of continuous duty. And, to specify rest requirements for augmented flight crewmembers in supplemental operations who are scheduled to be on continuous duty in excess of 24 hours.	Certification: Operations Surveillance: Operations
121.523 (d)	To specify the use of dead heading in computing duty time limitations for augmented crews in supplemental operations.	Certification: Operations Surveillance: Operations
121.523 (e)	To specify the rest requirements for pilots in supplemental operations, with augmented flight crews, upon return to home base.	Certification: Operations Surveillance: Operations
121.523 (f)	To limit the flying time, in any 90 consecutive days, of airmen serving on augmented flight crews, in supplemental operations, to 350 hours.	Certification: Operations Surveillance: Operations
121.525 (b - e)	To specify the flight time limitations for pilots serving on more than one kind of flight crew during supplemental operations.	Certification: Operations Surveillance: Operations

6.1.2 Flight Crewmember Flight/Duty/Rest Time			
SECTION 1 - RESPONSIBILITY ATTRIBUTE			
Objective: To determine if there is a clearly identifiable, qualified, and knowledgeable person who is accountable for the quality of the Flight Crewmember Flight/Duty/Rest Time process.			
To meet this objective, the inspector will accomplish the following tasks:			
1. Identify the person who is responsible for the quality of the Flight Cro Time process.	ewmember Flight/Duty/Rest		
2. Review the description in the Manual that delineates the duties and re	esponsibilities of the person.		
3. Evaluate the person's qualifications and work experience (or resume'	, if appropriate).		
4. Review the appropriate organizational chart.			
5. Discuss the Flight Crewmember Flight/Duty/Rest Time process with the person.			
To meet this objective, the inspector will determine and record answers to the following questions:			
1. Is there a clearly identifiable person who is answerable for the quality of the Flight Crewmember Flight/Duty/Rest Time process?	☐ YES If yes, provide the name: ☐ NO If no, explain:		
2. Does the person understand the procedures associated with the Flight Crewmember Flight/Duty/Rest Time process?	☐ YES If no, explain: ☐ NO		
3. Does the person understand the controls associated with the Flight Crewmember Flight/Duty/Rest Time process?	YES If no, explain:		
4. Does the person understand the interfaces associated with the Flight Crewmember Flight/Duty/Rest Time process?	YES If no, explain:		
5. Does the person understand the process measurements associated with the Flight Crewmember Flight/Duty/Rest Time process?	YES If no, explain:		
6. Is the responsibility of this position clearly documented in the air carrier's Manual(s)?	☐ YES If no, explain: ☐ NO		
7. Are the qualification standards for this position clearly documented?	YES If no, explain:		
7a Are the qualification standards for this position appropriate for the duties that are assigned?	YES If no, explain:		
8. Does the person meet the qualification standards?	YES If no, explain:		
9. Does the person acknowledge that he/she has responsibility for the Flight Crewmember Flight/Duty/Rest Time process?	YES If no, explain:		
10. Does the person know who has authority to establish and modify the Flight Crewmember Flight/Duty/Rest Time process?	YES If no, explain:		

6.1.2 Flight Crewmember Flight/Duty/Rest Time			
SECTION 2 ALITHODITY ATTRIBUTE			
SECTION 2 – AUTHORITY ATTRIBUTE Objective: To determine if there is a clearly identifiable, qualified, and knowledgeable person with the authority to establish and modify the Flight Crewmember Flight/Duty/Rest Time process.			
To meet this objective, the inspector will accomplish the following tasks:			
1. Identify the person who has the authority to establish or modify the Flight Crewmember Flight/Duty/Rest Time process.			
2. Review the description in the Manual that delineates the duties and re	esponsibilities of the person.		
3. Evaluate the person's qualifications and work experience (or resume',	, if appropriate).		
4. Review the appropriate organizational chart.			
5. Discuss the Flight Crewmember Flight/Duty/Rest Time process with	the person.		
To meet this objective, the inspector will determine and record answers to	o the following questions:		
1. Is there a clearly identifiable person who has authority to establish and modify the air carrier's policies for the Flight Crewmember Flight/Duty/Rest Time process?	YES If yes, provide the name: No If no, explain:		
2. Does the person understand the procedures associated with the Flight Crewmember Flight/Duty/Rest Time process?	YES If no, explain:		
3. Does the person understand the controls associated with the Flight Crewmember Flight/Duty/Rest Time process?	YES If no, explain:		
4. Does the person understand the interfaces associated with the Flight Crewmember Flight/Duty/Rest Time process?	YES If no, explain:		
5. Does the person understand the process measurements associated with the Flight Crewmember Flight/Duty/Rest Time process?	YES If no, explain:		
6. Is the authority of this position clearly documented in the air carrier's Manual(s)?	☐ YES If no, explain: ☐ NO		
7. Are the qualification standards for this position clearly documented?	YES If no, explain:		
7a Are the qualification standards for this position appropriate for the duties that are assigned?	☐ YES If no, explain: ☐ NO		
8. Does the person meet the qualification standards?	YES If no, explain:		
9. Does the person acknowledge that he/she has authority for the Flight Crewmember Flight/Duty/Rest Time process?	YES If no, explain:		
10. Does the individual know who has the responsibility for the Flight Crewmember Flight/Duty/Rest Time process?	YES If no, explain:		
11. Are the procedures for delegation of authority clearly documented for the Flight Crewmember Flight/Duty/Rest Time process?	YES If no, explain:		

6.1.2 Flight Crewmember Flight/Duty/Rest Time			
SECTION 3 – PROCEDURES ATTRIBUTE			
Objective: To determine if the air carrier has documented procedures for Crewmember Flight/Duty/Rest Time process.	r accomplishing the Flight		
To meet this objective, the inspector will accomplish the following tasks:			
1. Review the documented instructions and information related to the Flight Crewmember Flight/Duty/Rest Time process to ensure that they contain who, what, where, when, and how.			
2. Review the FAA Guidance and Specific Regulatory Requirements (S supplemental information section of this SAI.			
3. Discuss the Flight Crewmember Flight/Duty/Rest Time process with an understanding of the procedures.	appropriate personnel to gain		
 Observe the Flight Crewmember Flight/Duty/Rest Time process to graph procedures. 	ain an understanding of the		
To meet this objective, the inspector will determine and record answers to	to the following questions:		
1. Do written procedures exist to achieve the desired result of the Flight Flight/Duty/Rest Time process:	t Crewmember		
1.1 Do written procedures exist to compute required rest periods by comparing the actual flight time to regulatory requirements? [121.471(b,c,d,e,g), 121.481(a-d), 121.483(b), 121.485(b), 121.503(a,b,f), 121.505(a), 121.521(b), 121.523(c)]	YES If no or N/A, explain: NO N/A		
1.2 Do written procedures exist to prevent crewmembers from exceeding cumulative (e.g., hours, days, months, year) flight time limits? [121.491(a), 121.481(d-f), 121.483(a,c), 121.485(c), 121.503(d,e), 121.511(a,b), 121.515, 121.521(a,c), 121.523(a,f), 121.525(c-e)]	☐ YES If no or N/A, explain: ☐ NO ☐ N/A		
1.3 Do written procedures exist to compare scheduled and actual times flown, and adjust schedules as necessary?	☐ YES If no or N/A, explain: ☐ NO ☐ N/A		
1.4 Do written procedures exist to compute scheduled duty time, prior to the assignment of flight crews, to ensure that duty time limitations are not exceeded (for supplemental operations)? [121.503(c), 121.505(b), 121.507(a,b), 121.509(a,b), 121.523(c), 121.525(b)]	YES If no or N/A, explain: NO N/A		
1.5 Do written procedures exist to account for abnormal situations (e.g., crewmembers engaged in other commercial flying, pilots not regularly assigned, pilots serving in more than one kind of flight crew, dead heading transportation, and crewmember substitutions) in flight/duty/rest time computations? [121.487(a-e), 121.489, 121.517, 121.519, 121.523(d)]	☐ YES If no or N/A, explain: ☐ NO ☐ N/A		

6.1.2 Flight Crewmember Flight/Duty/Rest Time	
SECTION 3 – PROCEDURES ATTRIBUTE	
1.6 Do written procedures exist to prescribe conditions and facilities for flight crew rest? [121.485(a,b), 121.523(b)]	☐ YES If no or N/A, explain: ☐ NO ☐ N/A
2. Do the procedures identify: who, what, where, when and how?	☐ YES If no, explain: ☐ NO
3. Are the procedures in compliance with the CFR(s)?	☐ YES If no, explain: ☐ NO
4. Do the procedures-conform to other written guidance (E.g., Operations Specifications, FAA Orders, Airworthiness Directives, Advisory Circulars, Handbook Bulletins, Directives, and Manufacturer's Recommendations)?	☐ YES If no, explain: ☐ NO
5. Does the air carrier have the resources to support the written procedures for the Flight Crewmember Flight/Duty/Rest Time process?	YES If no, explain: No
6. If alternate procedures exist for use during irregular conditions, do they achieve the same desired results as the primary procedures so that an equivalent level of safety is maintained? (E.g., a manual system used as a result of equipment failure).	☐ YES If no, explain: ☐ NO ☐ N/A, No alternate procedures exist for this element
7. Are the procedures published in different manuals relating to the Flight Crewmember Flight/Duty/Rest Time process consistent?	☐ YES If no, explain: ☐ NO
8. Does the air carrier have a documented method for assessing the impacts of procedural changes to the Flight Crewmember Flight/Duty/Rest Time process?	YES If no, explain: NO

6.1.2 Flight Crewmember Flight/Duty/Rest Time			
SECTION 4 – CONTROL ATTRIBUTE			
Objective: To determine if checks and restraints are designed into the F Flight/Duty/Rest Time process to ensure a desired result is achieved.	light Crewmember		
To meet this objective, the inspector will accomplish the following tasks			
1. Review the documented instructions and information related to the F			
Flight/Duty/Rest Time process.	right Crewmember		
2. Review the FAA Guidance and Specific Regulatory Requirements (S	SRR) included in the		
supplemental information section of this SAIDiscuss the Flight Crewmember Flight/Duty/Rest Time process with an understanding of the controls.	n appropriate personnel to gain		
 Observe the Flight Crewmember Flight/Duty/Rest Time process to g controls. 	gain an understanding of the		
To meet this objective, the inspector will determine and record answers to the following questions:			
1. Are the following checks and restraints built into the Flight Crewmember Flight/Duty/Rest Time process:			
1.1 Does the air carrier have a method in place to prevent assignments and reassignments of flight crewmembers prior to the end of a required rest period?	YES If no or N/A, explain: NO N/A		
1.2 Does the air carrier have a method in place to verify the accuracy of reported flying time?	YES If no or N/A, explain: NO N/A		
1.3 Does the air carrier restrict access to make changes to crewmember flight/duty/rest time records?	YES If no or N/A, explain: NO N/A		
1.4 Does the air carrier track sources of data entry on crewmember flight/duty/rest time records?	☐ YES If no or N/A, explain: ☐ NO ☐ N/A		
2. Do the checks and restraints ensure the desired result is achieved for the Flight Crewmember Flight/Duty/Rest Time process?	YES If no, explain:		
3. Does the air carrier have a documented method for assessing the impacts of any changes made to checks and restraints in the Flight Crewmember Flight/Duty/Rest Time process?	YES If no, explain: No		
4. Does the air carrier have the resources to support the checks and restraints for the Flight Crewmember Flight/Duty/Rest Time process?	YES If no, explain: No		

6.1.2 Flight Crewmember Flight/Duty/Rest Time			
SECTION 5 - PROCESS MEASUREMENT ATTRIBUTE			
Objective: To determine if the air carrier measures and assesses the Flig	ght Crewmember		
Flight/Duty/Rest Time process, to identify and correct problems or pote	nuai problems.		
To meet this objective, the inspector will accomplish the following tasks	:		
1. Review the documented instructions and information related to the Flight/Duty/Rest Time process.	-		
2. Discuss the Flight Crewmember Flight/Duty/Rest Time process with an understanding of the process measures.	n appropriate personnel to gain		
 Observe the Flight Crewmember Flight/Duty/Rest Time process to g process measures. 	gain an understanding of the		
To meet this objective, the inspector will determine and record answers	to the following questions:		
1. <deleted></deleted>			
2. Does the air carrier's Flight Crewmember Flight/Duty/Rest Time process measurements?	ocess include the following		
2.1 Does the air carrier analyze the quality (i.e., accuracy, completeness, validity, and usability) of historical data on crewmember flight/duty/rest time records?	☐ YES If no or N/A, explain: ☐ NO ☐ N/A		
2.2 Does the air carrier test procedures to ensure that no flight crewmembers are scheduled contrary to regulatory requirements for flight/duty/rest time?	☐ YES If no or N/A, explain: ☐ NO ☐ N/A		
2.3 Does the air carrier collect and analyze scheduling errors?	☐ YES If no or N/A, explain: ☐ NO ☐ N/A		
2.4 Does the air carrier collect data on flight crewmember complaints related to flight/duty/rest time?	☐ YES If no or N/A, explain: ☐ NO ☐ N/A		
2.5 Does the air carrier analyze information on actual flight time which is in excess of scheduled flight time; and is this information used to minimize crewmember fatigue?	☐ YES If no or N/A, explain: ☐ NO ☐ N/A		
3. Does the air carrier document their process measurement methods and results?	YES If no, explain:		
4. Are the air carrier's process measurement methods effective?	☐ YES If no, explain: ☐ NO		
5. Does the air carrier use their process measurement results to improve their programs?	YES If no, explain:		
6. Are the process measurement results accessible to the FAA?	YES If no, explain:		

6.1.2 Flight Crewmember Flight/Duty/Rest Time			
SECTION 5 - PROCESS MEASUREMENT ATTRIBUTE			
7. Does the organization that conducts the process measurement have direct access to the person with responsibility for the Flight Crewmember Flight/Duty/Rest Time process?	☐ YES ☐ NO	If no, explain:	
8. Does the air carrier have the resources to support the process measurement for the Flight Crewmember Flight/Duty/Rest Time process?	☐ YES ☐ NO	If no, explain:	

6.1.2 Flight Crewmember Flight/Duty/Rest Time			
SECTION 6 – INTERFACES ATTRIBUTE			
Objective: To determine if the air carrier identifies and manages the interactions between the Flight Crewmember Flight/Duty/Rest Time process and the other element processes within the air carrier organization.			
To meet this objective, the inspector will accomplish the following task	ks:		
Review the documented instructions and information related to the Flight Crewmember Flight/Duty/Rest Time process.			
2. Discuss the Flight Crewmember Flight/Duty/Rest Time process with appropriate personnel to gain an understanding of the interfaces.			
3. Observe the Flight Crewmember Flight/Duty/Rest Time process to interfaces.	gain an understanding of the		
To meet this objective, the inspector will determine and record answer	rs to the following questions:		
1. Are the following interfaces identified for the Flight Crewmember	Flight/Duty/Rest Time process:		
1.1 <deleted></deleted>			
1.2 Operational Control (Element 3.1.4)	YES If no or N/A, explain: NO N/A		
1.3 Computerized Record Keeping (Element 3.1.11)	YES If no or N/A, explain: NO N/A		
1.4 Dispatch or Flight Release (Element 3.2.1)	YES If no or N/A, explain: NO N/A		
1.5 Training of Crewmembers (Element 4.2.3)	YES If no or N/A, explain: NO N/A		
1.6 Training of Dispatchers (Element 4.2.5)	YES If no or N/A, explain: NO N/A		
1.7 Training of Flight Followers (Element 4.2.6)	YES If no or N/A, explain: NO N/A		
1.8 Outsource Crewmember Training (Element 4.2.9)	YES If no or N/A, explain: NO N/A		
1.9 Pilot Operating Limitations/Experience (Element 4.3.1)	YES If no or N/A, explain: NO		

6.1.2 Flight Crewmember Flight/Duty/Rest Time					
SECTION 6 – INTERFACES ATTRIBUTE					
1.10 Scheduling/Reporting System (Element 6.1.1)	☐ YES	If no or N/A, explain:			
	□ No				
	□ N/A				
1.11 Flight Attendant Duty/Rest Time (Element 6.1.3)	YES	If no or N/A, explain:			
	☐ No				
1.12 D: (CG C (/F) (7.1.2)	N/A				
1.12 Director of Safety (Element 7.1.3)	YES	If no or N/A, explain:			
	☐ No				
1.13 Director of Operations (Element 7.1.4)	□ N/A	TO N/A 1 .			
1.13 Director of Operations (Element 7.1.4)	☐ YES NO	If no or N/A, explain:			
	No No N/A				
1.14 Other Personnel with Operational Control (Element 3.1.13)		If no or N/A, explain:			
1.17 Gillet Tersonillet with operational control (Element 2.1.12)		ii no or wa, explain.			
	□ N/A				
1.15 Crew Records	☐ YES	If no or N/A, explain:			
	□ No				
	□ N/A				
1.16 Marketing	☐ YES	If no or N/A, explain:			
	□ No				
	□ N/A				
1.17 Internal Audit	☐ YES	If no or N/A, explain:			
	☐ No				
1.10 D	N/A				
1.18 Bargaining Unit	YES	If no or N/A, explain:			
	□ No				
1.10 Manual Campan on (Element 2.1.1)	N/A	70 77/1			
1.19 Manual Currency (Element 2.1.1)	YES NO	If no or N/A, explain:			
	□ NO N/A				
1.20 Content Consistency Across Manuals (Element 2.1.2)	U YES	If no or N/A, explain:			
1.20 Content Consistency Heross Humanis (Element 2.1.2)		ii no or wa, explain:			
	□ N/A				
1.21 (Manual) Distribution (Element 2.1.3)	U YES	If no or N/A, explain:			
		v			
	□ N/A				
1.22 (Manual) Availability (Element 2.1.4)	☐ YES	If no or N/A, explain:			
	□ No	•			
	□ N/A				

6.1.2 Flight Crewmember Flight/Duty/Rest Time						
SECTION 6 – INTERFACES ATTRIBUTE						
	1.23 Safety Program (Element 7.2.1)	□ <i>Y</i>	YES	If no or N/A, explain:		
			No			
			N/A			
2.	List any additional interfaces identified:					
3.	Are there written procedures for the use of air carrier personnel in	□ <i>Y</i>	YES	If no, explain:		
	the application of these interfaces?		No			
4.	Are there controls to ensure that interfaces occur?		YES	If no, explain:		
			No			
5.	Are the interfaces between the Flight Crewmember	□ <i>Y</i>	YES	If no, explain:		
	Flight/Duty/Rest Time process and other processes treated		No	-		
	consistently in the Manual(s)?					